

THE HONGKONG TELEGRAPH.

No. 2456.

WEDNESDAY, FEBRUARY 5, 1890.

SIX DOLLARS
PER QUARTER

MARRIAGE.

At the Cathedral, on the 21st January, by the Rev. H. C. Hodges, M.A., THOMAS JOHN ROWLAND to MARY ELIZABETH, the only daughter of J. Vaughan, Phila.

BIRTHS.

At Foochow, on the 1st January, the wife of Constable J. SEIER, I. M. Customs Service, of a son.

At No. 1, Quinsan Road, Shanghai, on the 18th January, 1890, the wife of ARTHUR VERE BROWN, of a son.

On the 17th January, at 7, Yuen-ming-yuen Road, Shanghai, the wife of A. OLSEN, of a daughter.

At the Italian Legation, Peking, on the 22nd January, 1890, the wife of PRINCE DI CARIATI, His Italian Majesty's Chargé d'Affaires, of a son.

DEATHS.

At Chefoo, on 16th January, of congestion of the lungs after a short illness, DUNCAN FLEMING, aged eight years, eldest son of Paul H. King, I. M. Customs.

At the residence of Mrs. Lyell, Point Cottage, Chefoo, on the 19th January, 1890, ALICE LYDIA, the beloved wife of James J. Clements, aged 24 years.

At Tientsin, suddenly, on the 24th January, ALFRED JOSEPH MACKRILL SMITH, aged 37, eldest son of the late Joseph Mackrill Smith, formerly of Shanghai.

At 44, Szechuen Road, Shanghai, on the 28th January, 1890, EMMA MARGARET, "Daisy," the beloved daughter of Annie and J. T. Pearson, aged 14 years.

HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, FEBRUARY 5, 1890.

THE LAND INVESTMENT COMPANY.

I.

For the past ten days a rumour has been current that the Hon. C. P. CHATER had tendered his resignation as Permanent Managing Director of the Hongkong Land Investment and Agency Company, Limited; on Friday last the rumour became a certainty. It is understood that Mr. CHATER, construing the lukewarm action of the shareholders at the meeting held on January 23rd, after his emphatic response to the personal attack of Mr. C. S. TAYLOR, as a lack of confidence in himself and his administration of the Company's business, felt he had no alternative but to place his resignation in the hands of the Board, and he accordingly did so. From one point of view Mr. CHATER's decision in this matter may be commendable, but without desiring to fetter in the least degree any man's self respect and independence of action, we are of opinion on the whole that his resignation cannot be fully justified. Of course the Managing Director of the Land Investment Company had an indisputable legal right to resign whenever he thought proper, a provision to that effect being embodied in No. 79 of the registered Articles of Association; but in this particular case there are cogent reasons why this right should not have been exercised unless under extraordinary circumstances, which, we contend, did not arise at the meeting in question. It is well known that the inception and formation of the Land Investment Co. was almost entirely due to Mr. CHATER, and it is equally well known that the permanent success of the enterprise mainly depends on his experienced management and influential assistance. There are dozens of shareholders who invested in the stock solely relying on the fact that Mr. CHATER was Permanent Managing Director; they thought shares at comparatively high rates and have patiently borne the bad times the colony has lately passed through, seeing the market price drop from over 150 to 95 without murmuring, but confident that his indomitable energy and unvaried experience would pull them through safely in the end. As everybody knows, this is a perfectly accurate statement, and the all but universal confidence thus reposed in him should have prevented Mr. CHATER from making such a wholesale sacrifice without at least convincing himself that he had sufficient grounds for the belief which induced him to resign.

Now, let us see what this alleged grievance actually amounts to. At the Land Investment Co.'s meeting on the 23rd ulto, Mr. C. S. TAYLOR wanted to know what connection, if any, Mr. CHATER in his position as Managing Director had with the recent inflation and depreciation in value of the Company's stock. The question in itself was a very proper one; Mr. TAYLOR had a perfect right to ask it, and we are quite certain that if it had been fairly put Mr. CHATER would never have refused to return a frank and candid answer. But Mr. TAYLOR went too far; he overstepped the bounds of ordinary license and, doubtless unwittingly and with the best intentions, indulged in very offensive personalities which were unequalled for and very much out of place, and which we venture to think the Chairman (the Hon. J. J. KESWICK) should have nipped in the bud. It was quite within the province of any shareholder to ask if the Managing Director had used his influence and special knowledge to inflate or depreciate the Company's shares in the stock market; but it was certainly not justifiable, besides being in the most execrable taste, to have a very suggestive and ill-natured personal attack on an anonymous placard which some time ago was found posted up on the door of one of our local banks. And if Mr. TAYLOR ever had any sympathy with him, in his inquiries, it is quite certain that the *modus operandi* he adopted entirely alienated any support worth having. But besides all this, we

doubt very much if "common gossip" was a sufficient basis on which to bring what actually sounded very like a half-veiled insinuation, may more, an indirect accusation of unfair dealing. If facts or figures had been brought forward and arguments fairly based on them to bring home a serious charge of malversation of office, no one would have had reason to complain; but an anonymous placard and "common gossip" made a very thread-bare justification for such an attack. It was no secret, and we believe never has been a secret, that Mr. CHATER and Mr. MONTGOMERY have for many years been business partners, and it was simply farcical of Mr. TAYLOR to ask that this well-known connection should be publicly repudiated. Mr. CHATER was good-natured enough to reply to his tormentor's queries, but we are not sure that he would not have exercised a wise discretion in quietly ignoring them. No vindication on his part was required, and if a vote of confidence had been thought necessary it would probably have been carried unanimously.

The position and prospects of the Company, as sketched by the Chairman, we propose dealing with to-morrow, and also with what was said about the Report and Statement of Accounts; but in the meantime we hold that we have clearly shown, by simply calling attention to the leading facts of the case, that no occasion has arisen to fairly warrant Mr. CHATER's resignation, and that the Board of Directors would not be justified in accepting it. If thought necessary a special meeting of shareholders could be convened, when any doubt as to the absolute confidence reposed in the Managing Director would at once be set at rest.

II.

It will hardly be denied by even the most slavish toady to self-interest and "the powers that be," that the Report and Statement of Accounts originally issued by the Hongkong Land Investment and Agency Company were the reverse of satisfactory. The report was a mere skeleton, the accounts were an arithmetical abortion. We don't know, and what is more we don't care, who drafted the Report, and we are equally oblivious as to the identity of the *artiste* who "fixed up" the accounts; but in all friendliness we would strongly recommend them "not to do it again." A more bald-headed display of combined short-sightedness and ignorance has rarely been seen in connection with any commercial enterprise. The Report told the shareholders next to nothing; the Statement of Accounts was even worse than the very worst of the Hongkong and Shanghai Bank's latest productions in the same line of business. In this state of affairs it was therefore not very surprising that certain shareholders attended the meeting on January 23rd for the special purpose of subjecting the Board of Directors to what is perhaps better expressed by the Scotch word "heckling" than by any other term, and if our opinion is worth anything we admit it may not be—the malcontents had right on their side. But it so happened that Mr. KESWICK (the Chairman) had either seen the weakness of the official position, or had received timely warning that awkward questions might be asked, and he accordingly came prepared. All deficiencies in the Report were amply atoned for by the fully detailed statement which Mr. KESWICK laid before the meeting, and although we distinctly and emphatically differ from the views he expressed regarding the Accounts, it must be universally conceded that every necessary particle of information was cheerfully placed at the disposal of the shareholders. Doubtless we are justified in concluding that the Directors, recognising the extreme poverty of their printed statements, availed themselves of this opportunity to make all the amends in their power, and they adopted a wise policy.

Considering that the business operations of the Company had only extended over a period of about eight months, and in view of the fact that, as the Chairman stated, over \$800,000 had been invested in properties which had gradually been increasing in value and for which, very properly, no allowance had been made in the accounts, we are disposed to regard a net return at the rate of seven per cent. per annum, as most encouraging for the future, especially considering the very severe commercial depression the colony has passed through during the past four or five months. The shareholder who spoke at the meeting with reference to the results attained, was, we think, most unhappy in his comparisons. In comparing the Land Investment Co. with the Hongkong and Shanghai Bank and the Hongkong Fire Insurance Co., he evidently overlooked the rather important fact that whereas the two last named concerns had been about a quarter of a century in arriving at their present satisfactory positions, the Land Investment Co. had been in existence only a trifle over eight months. It is perhaps not too much to say that within the next two years the Land Investment Co. will have at least equalled the 20 per cent. dividend predicted this year for the Hongkong and Shanghai Bank. A business that in the first eight months of its existence can show a profit of \$128,067 by interest on mortgage and money on deposit, and some comparatively small commissions, with the colony undergoing a financial crisis almost without parallel, owing to excessive share gambling, certainly appears to our way of thinking to promise a most brilliant future. We must admit that we have not professionally analysed the figures in the Accounts, nor have we carefully gone through the details of expenditure,

such as working expenses, etc., but taking broad results as a basis for our calculations the only conclusion possible is that they have been achieved for a remuneration, especially considering the unexpected and unforeseen difficulties that have been encountered. The properties purchased on behalf of the Company are understood by those in a position to know best to have been bought at a rare bargain; since their purchase they have been gradually developed and their market value materially enhanced, and although it is never safe to indulge in prophecy, we are quite confident that when the existing financial depression, so universal throughout the colony and affecting foreigners and Chinese alike, has passed away and confidence has been restored, a very substantial profit will be realised from these investments. And further, the hint given by Mr. KESWICK that the scope of the Company's operations might advantageously be extended should not be lost sight of, and it is to be hoped the Directors will lose no time in effecting the necessary alterations in the Articles of Association to permit this to be done. There is a wide and profitable field for capital outside the colony, which might just as well be utilised by the Land Investment Company when nothing better is offering here. In conclusion, we do not for a moment pretend to say that the management of this enterprise has been so good that it might not be greatly improved; we do not even say that it has up to the present date approached the sanguine anticipations that were formed when it first started; but considering the unexpected disadvantages it has had to labor under and the unforeseen difficulties it has had to surmount, we see sufficiently good reasons, both in the past results and future prospects, for strongly recommending holders of the stock to "hang on" and wait for the turn of the tide.

PUNJOMS.

The thoroughly unreliable basis on which the Hongkong Share Market is founded has again within the past fortnight been exposed in connection with that most erratic of all local stocks—Punjoms. On the strength of a ridiculous rumour as to some trouble having arisen with the Rajah of Pahang which threatened to jeopardise the validity of the Company's claim to the concession, the market value of the shares gradually depreciated to the extent of about eight dollars. The rumour above referred to was industriously circulated by a certain school of operators who must have known perfectly well that it was wholly without foundation. But any sort of an excuse is better than none, and the object of "bearing" the stock to suit their own interests and requirements for settling day was again successfully achieved. This game has been played frequently before. It is as clear as day to even the most superficial observer of current events on "the Bazaar," and yet it succeeds time after time. And it so happens on this occasion that the day Punjoms were being freely offered at \$15 per share, the prospects of the Company were more promising than they have ever been—and this was common knowledge. It was stated on reliable authority that the confirmation of the agreement made by the Directors with the Syndicate formed in London to take over a portion of the Pahang concession was certain to arrive within a few days, and what was still better, information had just been received from the Acting Manager at the mines to the effect that an output of 450 tons of mixed quartz from the North Tong Kong reef had assayed 3 oz. of gold to the ton, and further that the result of the stamping of 300 tons of stone would be forwarded in a week or two. For the first time in the history of the enterprise something practical is shown to have been accomplished, and if the Acting Manager's report may be relied on—and we can see no reason to question either his experience or good faith—that something has placed the Punjom Company in a position which it has not hitherto occupied. Up till now the concession has produced nothing, but large sums have been expended in exploitation and preliminary working. Now there would appear to be good grounds for believing that the glowing anticipations of the original promoters of the Company are in a fair way of being realised at no very far distant date. Perhaps it would be unwise to be too sanguine of immediate paying results without further confirmatory reports from the mines, although one would certainly be justified in indulging in high hopes even on the bare statement that quartz of which there is evidently a practically inexhaustible supply, has assayed as high as 3 oz. of gold to the ton.

The North Tong Kong reefs, we believe, situated within the blocks selected by the London Syndicate, and the question may arise, should any more difficulties crop up in carrying out the arrangement made by Mr. BESCHER, or should further delay be insisted on by the London speculators interested, whether it might not be as well for the Punjom Company to energetically proceed with its original programme and work these alleged valuable deposits for the direct benefit of its own shareholders. In the face of the results indicated by the Acting Manager's reports, it would appear that the Directors are now in a position to dictate terms to would-be purchasers of sections of their property at Pahang; as it will take a very short time to place the Company in a position to pay large dividends of 3 oz. per ton—or even the half of that quantity—can be produced when working on a large scale, and yet, we repeat, although all this was well

known in town nearly a week ago, the price of Punjoms gradually dropped—until after settling day, and then a sudden change set in, and scrip that nobody would look at on the 27th ulto, at \$15 is now in high favor at an increase of about twenty-five cent. on that rate. The ways and methods of the experts who control the fate of Punjoms in the local market are indeed mysterious.

SUPREME COURT.

IN BANKRUPTCY.

(Before Mr. Fielding Clark, Acting Chief Justice.)
February 3rd, 1890.

THE "TYPICAL CHINESE BANKRUPTCY."
Lo Yung Hing, a fat, elderly Chinaman who attended Court under the care of a warder from the Gaol, applied to be adjudicated a bankrupt. The Registrar said that the petition was presented in *forma pauperis*. The debtor had previously petitioned on the 2nd and 10th December, and both petitions had been dismissed because the schedule did not contain all the necessary particulars.

Mr. Webster said that he opposed the present petition on behalf of the execution creditor and a judgment creditor, each for \$1,000. Mr. Wotton also opposed it, on behalf of eight creditors, on the same grounds that he had opposed the previous petitions—because the schedule was defective. The debtor had also omitted to give notice to the Governor of the Gaol of his intention to apply for adjudication. His lordship agreed that that was necessary. He did not see how the petition differed from the previous ones—there were several objections to it. For instance there were no books, and no person named who could prove the debts. Those were fatal objections.

Mr. Webster proposed that because we want the books, as we believe he has collected some of his debts. We want to get at the debtors. His lordship's opinion was then translated to the debtor, who asked for "mercy."

His lordship—You entered a number of debts as assets in the previous schedule, and the Registrar communicated with the persons mentioned, and they every one denied it. It is necessary, too, that you should state in your application what person can prove the debts. You have not done that, nor have you produced any books.

The debtor said that if he were adjudged bankrupt he would go round and try to collect the debts. The Registrar—This morning a man whom the debtor says owes him money came to me and denied that there had been any transactions between them. His lordship—You had better communicate with your friends and try and get your books. The petition is dismissed.

The debtor—If you will order my creditors to produce my books.

His lordship—Take him away. He was removed.

LOCAL AND GENERAL.

H.M.S. Orion left Singapore for Malta via Colombo on the 29th ulto.

The United States steamer *Monocacy* arrived at Chinkiang on January 28th, and will be stationed there until relieved by the *Palos*.

The goodwill of the defunct *Shanghai Courier* has been purchased by Mr. J. D. Clark, the proprietor of the *Mercury*, the rival evening paper.

His Excellency SHIH, the new Chinese Minister to Great Britain and France, proceeds to Europe by the French mail steamer *Irresistible* to take up the duties of his office.

The value of land sold in British North Borneo during the year 1889, registered in the Land Office at Sandakan, amounted to a little over \$1,400,000, the stamp duty being \$7,557.

The *Avenir du Tonkin* states that the Tonquin rice-crop was partly ruined by the prolonged rains and consequent floods, the Government, on the advice of Resident-Superieur, has remitted the annual arrears of taxation for 1890-7-8.

We regret to learn that a telegram has been received in Amoy announcing the death of Mr. Wilfrid Christy, for many years connected with the firm of Russell & Co. Mr. Christy took great interest in his first-class "sport," and an enthusiastic member of the Masonic brotherhood.

THE *Peking Gazette* of the 4th ulto. states that Chang Hui has been appointed Governor of Hunan, and is directed to proceed to his post without coming to Peking to receive instructions. Lu-Pu-lin succeeds Chang Hui as Governor.

Until he can arrive at his post, Lu-Pu-lin will act temporarily in his stead.

At a convocation of the Catholic Chapter of Royal Arch Masons held on the 30th ulto, the following officers were elected for the ensuing year: W. E. Comp. G. Jordan, R. Comp. C. E. Reynolds, V. Comp. R. Gubbay, Scribe, E. Comp. R. P. Dipple, Scribe N. Comp. R. Markwick, Jr., P. S. Comp. P. Brewitt, Treasurer, Comp. S. D. Senn, Junior, Comp. J. R. Gribble.

The following notification appears in the *Peking Gazette* of the 17th ulto.—The Emperor has been informed by the Governor of Shantung that during the past year sixty or seventy per cent. of the Yellow River water entered the sea through a new channel which left the old bed at Hanchia Yuen in Liching Hsien thirty miles from the coast.

The Emperor considers the floods which occur further inland in Shantung to be due to the choking up of the river's mouth, which prevents the water from running off rapidly; and he has no doubt that if the whole body of the stream was confined to the new channel this will be incomparably safer than directing the present "mouth" of the river at Tich-men, Kuli.

In accordance therefore with the Governor's representation, he desires him to embark the sides of the new channel and to construct a mound of earth across the old one, so as to prevent any water going that way. By this means the force of the stream will be preserved and the tendency to silt be checked.

The sum of T\$25,000 is required for the work, which amount the Governor is directed to take from his provincial treasury. But the Governor must not fail to proceed in the undertaking with the greatest care. He is also directed to inform the Emperor of the result of his measures.

When the new work was undertaken, his Majesty's resistance to the idea will be felt, and greater than the old one. He must send frequent reports to the Emperor giving details of his proceedings.

We learn from Manila that a resident there, with an English name at any rate, was arrested the other day for personating a priest, and so obtaining \$200. He was sentenced to two hundred years' imprisonment. Moral—Don't poach on the priests' preserves in the Philippines.

At a meeting of the Committee of the Hongkong Golf Club held on the 29th ulto, it was decided that for the present Mondays and Fridays should be Club days. Balls can be obtained from the Curator of the Links (price 40 cents each), but not more than three will be supplied to any member in the course of one year. The Green has been entrusted to Mr. C. Stewart, to whom any complaints or suggestions should be addressed.

THE *Suffragan* the 31st ulto, brought three defenders of our hearths and homes back—Inspectors Craddock and Mathieson and Detective Sergeant Mann, who had been home on leave. No one will question the usefulness of any of the three, but we certainly do see much justification in the protests made by the acting-inspectors like the two first named, against the return of officers like the two last named, entitled to good pensions—to the exclusion of equally meritorious men from the higher grades.

CAPT. DUFF, of the *Memnon*, witnessed a characteristic instance of blackmailing on the 1st inst. He has been accustomed to employ a particular ricksha-coolie, and this trip he took another man. The superseded coolie tried to regain his favor, and being unsuccessful, said something to his rival, probably to the effect that the latter would be in the Hospital shortly. He so frightened him, anyhow, that he extorted ten cents before he would let Capt. Duff's ricksha go on. And then a policeman led him away. Mr. Robinson fined him \$1, and bound him over to keep the peace towards everybody.

Two unfortunate steam-launches added to their list of accidents on the morning of the 31st inst. One was the No. 1 Dock launch, and the other the *Morning Star*, belonging to Mr. Dorahje, Nowrojee. At 6.30 a.m. the latter was going eastwards to take in coal, when, in passing a junk near the *Pilot Fish*'s buoy, she suddenly came upon the Dock launch, and ran into her right amidships, cutting through her side into the engine-room. The water came in so fast that there was only time to head her for the shallow spit of ground facing the Hongkong and Shanghai Bank, and baffle her. She lies there now, nearly under water. The *Morning Star*, for about the fifth time in three months, had her stern pretty badly smashed, but was otherwise uninjured.

It is reported that on the 31st of the 12th moon, when the troops which Governor Lui Ming-chuan ordered to suppress the Formosa savages were making a passage amongst the mountains near Takow-kan, the savages suddenly sallied out and killed something like 300 soldiers. This act so incensed Governor Lui that he gave a general order to kill all the natives that the soldiers might meet on their way up, and give them no quarter. This order was similar to the one given a great many years ago by another famous Chinese general in Kweichow province, where he suppressed the aborigines in that part of the country. Since this fierce order was issued, strange to say, the Governor's force has been unable to find any savages. Apparently the aborigines must have got information of it, and are now hiding in places where the soldiers are not able to reach them.

We learn from the *Courrier d'Haiphong* that a Spanish missionary has sent six messengers with letters to the Europeans who were recently captured at Dong-trien by Kien-van, the robber-chief. Three were detained, and the other three sent back with the replies. Mr. Henri Rogues' letter, dated from "the mountains of Dong-trien," states that he, his brother Victor, and Mr. Costa, are well, but suffering from the incessant rain, as they are encamped deep in the jungle. He only asked for news of his family. The pirates' demands, previously received, were for—Tins 100,000, "on account of the expense of keeping the band up to guard the territory."

They now offer to release "the brother of the deaf man" (Henri) for 5,000 tins, and 20 pieces of crêpe. Mr. Briffaut left about a week ago, taking \$7,000 as ransom, and his return is daily expected.—Telegraphic advices state that Kien-van has reduced his demand to \$30,000, and the captives are offering \$10,000.

H.E. ADMIRAL TING, of the Pei-yang Squadron, paid an official visit to H.E. the Governor this forenoon. Due preparations had been made to receive him with all the circumstance that his rank demanded, the shore battery being manned and guard of honor, furnished by the Highlanders, headed by their pipers, drawn up on Murray Pier. A signal was to have been given to let them know when the redoubtable old warrior landed, so that he might be secured with a sudden chorus of guns and pipes; but by some mistake it was not given; or was unperceived, and as, probably, the Highland lads didn't know a peep-showed mandarin from a crow, he and his suite passed through unnoticed and unobserved. His surprise at being "silently received by a horde of petticoated soldiers" was probably on a par with their disappointment at his not being "silently received."

The British North Borneo Herald of the 1st ulto. reports the death by drowning of Mr. George McLaren, of the steamer *Norfolk*, on the 20th December, at Lamau estate (Kinabatangan River). It appears that Mr. McLaren was about to dine with Mr. Fockens, the manager of the estate, and left the steamer in a canoe to cross a pool of about 5 feet of water. The canoe was shortly afterward seen by some of the coolies (not over-learned) floating about without Mr. McLaren, and a search being immediately made, the dead body was found in the pool. A coffin was speedily constructed and the body brought to Sandakan in the steamer under the care of Dr. Rigby, who happened to be at Lamau estate at the time of the accident. The funeral took place on the afternoon of the 21st December, the Rev. Mr. Elton officiating, when a considerable number of Europeans were present at the cemetery.

THE *Star* Mercantile Gazette has the following:—Two more concessions for gold mines have been signed and sealed this week, both for the province of Ling, south of Seng. The first is in favor of Mr. Kim Ching, a Siamese Consul (Kinabatangan River). It appears that Mr. McLaren was about to dine with Mr. Fockens, the manager of the estate, and left the steamer in a canoe to cross a pool of about 5 feet of water. The canoe was shortly afterward seen by some of the coolies (not over-learned) floating about without Mr. McLaren, and a search being immediately made, the dead body was found in the pool. A coffin was speedily constructed and the body brought to Sandakan in the steamer under the care of Dr. Rigby, who happened to be at Lamau estate at the time of the accident. The funeral took place on the afternoon of the 21st December, the Rev. Mr. Elton officiating, when a considerable number of Europeans were present at the cemetery.

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CARROZZI CHARGED WITH ASSAULT.

At the Police Court this morning (3rd inst.), before Mr. Robinson, Felix Frederick Carrozz, late chief mate of the *Nansing*, was summoned by Capt. Thomson, of that vessel, and by Capt. Hogg, of the *Fooksang*, for assaulting them and using threatening language. Mr. Deacon appeared for the complainants, and by consent the cases were heard concurrently.

Capt. Hogg said: On Friday last, at 6.30 p.m., I went on board the *Nansing*, on the invitation of Captain Thomson, to dinner. When we had sat down, defendant, who had until that day been acting as chief mate, came and sat down. Capt. Thomson ordered him to leave the saloon, saying he could not stop there after the language he had used to him that day, and that he no longer belonged to the ship, as he had been paid off. He offered, however, to send defendant to his dinner to his cabin. Carrozz refused to leave, and defied the captain to put him out. He was told that he would get no dinner or tablecloth off, and got hold of it. He was again ordered out, and he spat on the floor. The chief engineer and second mate thereupon rose to leave, and I spoke for the first time, telling Carrozz that he would be best for him to leave quietly. He replied "Hogg, I'll mop the deck up with you." I didn't want to have anything to do with him. He then challenged me to fight, and when I refused he said "Hogg, you've assaulted me." I denied it, saying that if I had he could summon me. He rejoined that he would give me a chance to summon him, and went away. Shortly afterwards he returned, and handed me a letter, which I tore up and threw on the floor. He said "I know you would throw away my letter," adding that he would catch me ashore. Capt. Thomson again ordered him out, and he seized Thomson and pushed him back in his seat. I suggested that a policeman should be sent for, or defendant put in irons, which caused him to leave more abuse. I told him that I should have thought the trouble he had in Japan would have been enough for him, and he then again challenged me to fight, threatening to give me a "dign in the eye." He afterwards went out, returning immediately and apologising to me. A policeman came then, but was not asked to do anything. Capt. Thomson and I subsequently went out on deck, and defendant then came up to me and again asserted that I had assaulted him. I told him that I should not be caught by him, and he finally struck me on the cheek. I told him I would not hit him back, but would make him pay for it. The police were then again sent for, and he was induced to go away with them. Next morning I got a letter saying:—

"MR. P.C.—Take my advice and don't poke your nose into quarrels that don't concern you, or you will be left in the cold, the same as last night."

Yours truly,

F. F. CARROZZI.

I slept very well on board last night, in spite of your false assertion to the effect that I had not. I did not answer the letter, thinking the defendant is a dangerous man, and I should not like to have anything to do with him, because I am not anxious to be either shot or stabbed. I took it that he was left in the cold, or even a good deal worse. He is a man I shouldn't like to have behind me.

Cross-examined—I never touched you in the cabin. You hit me a pretty hard blow—it "warmed" my face. I may have said to others that it was only a slight blow.

Capt. Thomson was then called. He said:—I have been captain of the *Nansing* since June last. Defendant came into the ship on the 16th of last month, as acting chief mate, and was discharged on the afternoon of the 31st. He used the most insulting language to me when I paid him off, calling me the vilest names. I met Capt. Hogg afterwards, and went into the saloon and sat down, and then defendant came in. I told him I would not allow him to sit at my table, and ordered him out, saying I would send his dinner to his room. He became abusive, threatening to pull my coat-collar off. I got up, and he seized my coat-collar violently and pulled me round the corner of the table and then squatted up at me. The chief engineer and second officer got up to go out, and I called them back. Defendant used a lot of bad language, and Capt. Hogg told him it was better to leave quietly than to be put in irons. He turned on Hogg then and threatened to wipe up the deck with him. After dinner he came up the deck and gave Capt. Hogg a letter, which the latter tore up and threw on the floor. He used more bad language, but afterwards apologised to Capt. Hogg, who then went out on deck with me. Defendant, who was talking to my second engineer and third engineer of the *Fooksang*, came over to us and called Hogg a foul name, striking him as he spoke. Two policemen came afterwards, and I ordered defendant to leave the ship, which after some demur, he did.

Cross-examined—You were discharged on account of my report to the office. No one touched you in the saloon. I did not say, the following evening, that Captain Hogg and I hustled you out of the saloon.

Peter McInnes, second engineer of the *Fooksang*, and Amiel Lang, chief engineer of the *Nansing*, also gave evidence as to the scene in the saloon, but neither of them had apparently seen any blows passed. The latter stated that Carrozz expressed great indignation at having been turned out of the saloon by force, especially by a guest.

The case was then adjourned until to-morrow, in order that several witnesses might be subpoenaed.

was entitled to it he would get it. He wrote to me afterwards claiming the month's pay or to be allowed to work until his month was up. I was busy when I got the letter, and I think I said "All right" to the quarter-master who brought it.

Mr. Deacon—If defendant has been treated wrongly he has a civil remedy.

Cross-examined—I did not say in any way that the defendant was not on the vessel—nothing was said about that.

Defendant did not call any other witnesses, but made a statement to the following effect:—That afternoon, having signed off the pay-sheet in the usual way, with no idea of being discharged, Capt. Thomson discharged me. I went on with my duty, and meeting Capt. Anderson, I said I should certainly expect a month's pay. He said he thought I should not get it, but he would see Capt. Thomson about it. I said it was no use seeing Thomson, as he changed his mind so often, and afterwards went officially to Captain Anderson, as I got my appointment from him. I said I was entitled to a month's pay or to be allowed to work my month out. The quarter-master who took the letter told me he said "All right." I went on with my work, and knocked the men off at the usual time, and then went into the saloon to get my chow. I had had no intimation from Capt. Thomson that I must not go in. I was going in with the second mate, when I was ordered out. I was astounded. I asked if I was misbehaving myself, and Capt. Hogg said "Look here, you had considerable trouble in Japan." I said "You kindly mind your own business—you are a guest here," and then they both threatened to put me out.

I said "You try that, and I'll give you a quarter of a minute." I certainly intended to pull the tablecloth off, but I didn't do it. I went out, and wrote a bit to Capt. Hogg, telling him I expected him to apologise to me before he left the ship. He tore up the bit. I never apologised to him at all—I never returned to the saloon again, but stopped talking to my friends outside. We walked to the gangway, as they were going ashore, and I told them I didn't think I'd go ashore with them. Then I went to my cabin, and the next thing I knew I was ordered to go ashore by a policeman. I asked him if he was a magistrate that he could order me ashore, and he said I had assaulted the two captains, and I had better shut up and go. All the witnesses have stated that I behaved properly at the outset.

Mr. Deacon, on behalf of the complainant, said there could be no doubt that the assaults had been committed, the evidence in that respect having been unshaken and uncontradicted. Whatever Capt. Carrozz's fancied grievance might be, he had no right to take the law into his own hands—even assuming that he was in the right. The assault on Capt. Thomson must be punished severely—it was a much more serious matter than a mere case of assault, it was a question of discipline on board ship, and there was no knowing how much more serious these things might become if they were not nipped in the bud. It was infinitely worse than a case where one man met another in the street, and punched his head. If Capt. Thomson had exercised his powers wrongly, the defendant had his remedy in the Court, but he must not assault him in his own ship. There had been no blow actually struck, so that the assault was not, in that way, a very serious one, but with respect to Capt. Hogg's case he was undoubtedly struck in the face. It was an assault on a guest—a man entitled to expect every courtesy. The witnesses had shown a good deal of unwillingness to give evidence either way; and to a great extent their testimony was worthless, but they had not denied that Capt. Hogg was struck. He had sworn that he was afraid of the defendant, and he (Mr. Deacon) suggested that that was ample grounds for binding defendant over to keep the peace in future, in addition to being otherwise punished.

His Worship said—With respect to Capt. Thomson's case, there seems to be a civil claim mixed up with it, with which, of course, I have no authority to deal, one way or the other. It complicates matters a little, because on the one hand the defendant claims to be where he was in the saloon—of right, and on the other hand it tells against him, because if he was there of right he was amenable to the discipline of the ship, as a member of the crew. The assault itself was of a very slight nature, and I am inclined to think that no charge would have been brought if the second assault had not taken place, because I have in evidence from one of the complainants that when the policeman came they said "Oh! the man's gone, let it drop." Taking into consideration this fact, I think there was a sort of discretion—I don't think that Capt. Thomson was provoked from using discretion towards his subordinates—in not warning defendant beforehand that he could not come to the saloon, and seeing that when he came there he conducted himself in a proper manner before the *franc*, I shall not take notice of it under the circumstances, and shall dismiss the summons in that case. With regard to Capt. Hogg's case, I quite agree with Mr. Deacon that it is a much more serious matter, because the defendant had plenty of time to get cool—whatever provocation he might have had in the first instance, he was out of the saloon for some time afterwards, and had time to let his temper cool. Instead of behaving properly, he walked up to Capt. Hogg—it is not probable, but out of a friendly feeling towards the defendant—and struck him in the face—an insult of a very grave character. The only mitigation is the amount of pain Capt. Hogg would feel at the time. Such a blow, given by one man of education for I believe they hold equal rank—to another, must be punished, and looking at the fact that the defendant's pay is only the moderate sum of \$75 a month he will be fined \$10 for the blow, and ordered to pay the cost of his own recognisance of \$50 to keep the peace for three months. I say that the letter that was put in has not been without its weight in determining me in imposing what I consider a rather heavy fine.

THE HONGKONG ICE COMPANY, LIMITED.
NINTH ANNUAL REPORT.
The General Managers beg to submit to the shareholders a statement of the Company's accounts for the year 1889.
The business of the Company has continued to improve and the result of the year's operations, inclusive of balance from last account, is a profit of \$37,896 78.
On the 2nd August last, an interim dividend of 7 percent was paid, which absorbed a sum of \$8,750, and there is now a balance to be dealt with of \$29,146 78. This will admit of the payment of a further dividend for the year of 17 percent, or \$4,250 per Share (making 24 percent in all) and an addition to Reserve and Depreciation fund of 7,500 00 leaving to be carried forward to new account 396 78 \$29,146 78

In order to meet the increased demand upon the Company, it has been found necessary to substitute for the old *Dry Ice Machine*, which is now obsolete, a modern one, and the order has been placed in the hands of Mr. Bain, the late

Manager. The cost of the new machine, together with the extension of the present buildings, it is estimated will amount to about \$25,000.
The Ammonia and Damp Air Machines were continuously at work day and night during the summer months.

The accounts have been audited by Mr. Thomas Arnold, and the General Managers recommend that he should be re-elected auditor.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd February, 1890.

Assets.	
Property Account	\$161,368 05
Invested in Hongkong Fire Insurance Company's Shares	315 00
Cash on hand	281 78
Hongkong & Shanghai Bank—Current Account	27,676 88
Hongkong & Shanghai Bank—Deposit Account	9,000 00
Outstanding Accounts	17,518 83
Accounts Receivable	391 50
On hand	180 00
Stores on hand	84 00
Extension Account	2,464 26
	\$203,509 09

Liabilities.	
Capital Account	\$125,000 00
Reserve and Depreciation Account	40,000 00
Account Payable	3,061 51
Suspense Account	300 00
Profit and Loss Account	29,156 78
	\$203,509 09

PROFIT AND LOSS ACCOUNT.	
To Salaries, Wages and General Trade Expenses	\$18,451 40
To General Managers' Commission	2,000 00
Auditor's Fee	100 00
	\$20,551 40

Interim Dividend of 7 per cent. paid on 1st August, 1889	8,750 00
Balance	29,146 78
	\$37,896 78

By Balance brought forward from last year	\$366 56
Receipts for Ice during the year, and value of Stock on hand	54,499 57
Receipts received, less Crown Rents and Taxes paid	2,703 47
Interest	791 58
Transfer Fees	80 00
	\$58,450 18

JARDINE, MATHESON & Co., General Managers.

I have examined the Books, Vouchers and Securities of the Company, and certify that the above Statements are in accordance therewith.

THOS. ARNOLD, Auditor.

Hongkong, December 31st, 1889.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE ST. ANDREW'S SOCIETY.
To the Editors of the "HONGKONG TELEGRAPH."

SIR—I think it will give satisfaction to the majority of Scotsmen in Hongkong to find that the question of improving the management of the St. Andrew's Society is being taken up. Murmurs have been heard, not only loud, but deep for some time, and the formation of a new society has only been prevented by the good sense of those who think it would undo while a hope remains of improving the existing one. "An Enthusiastic Scot" accurately describes the annual meeting as "cold and miserable." A more miserable farce it has never been my lot to witness; the minutes of the previous meeting were not even read, no information was given as to the working of the General Committee during the year, and no opportunity given to members either to ask questions or make remarks. Rumour has it that the committee were afraid of awkward questions about certain action, not quite in line with the constitution; but be this as it may, the management seems to have fallen into the hands of a clique, which is always unsatisfactory. It is to be hoped the members will take this up vigorously, and see that in the future the Committee be made more representative, and one that will be more in touch with the majority of the members.

I am, dear Sir,

Yours, &c.,

ANOTHER ENTHUSIASTIC SCOT.

Hongkong, 1st February, 1890.

THE ALICE MEMORIAL HOSPITAL.

To the Editors of the "HONGKONG TELEGRAPH."

SIR, It has occurred to me that brief monthly statistics of the Hospital might be interesting to the public, and also help to keep the Hospital before the public mind. On the reverse of this I shall summarise the work of the month first over, though this being China New Year month, the numbers are small, and if you think it worth while, I shall be glad if you will insert the summary in this evening's *Telegraph*.

I am,

Yours very truly,

JOHN C. THOMSON, Superintendent.

ALICE MEMORIAL HOSPITAL.

Statistics for January, 1890.

In-patients remaining in Hospital on January 1st 43

In-patients admitted to Hospital during January 23

Total In-patients treated 66

Of these were—

Discharged cured 17

Discharged relieved 19

Discharged on other grounds 3

Died 1

In-patients remaining in Hospital on February 1st 40

Out-patients, new cases 134

Out-patients, return visits 441

Total out-patient consultations 875

Operations 2

Vaccinations 7

Dental cases 6

Casualty cases 1

Hongkong, 1st February, 1890.

THE BALANCE OF POWER.

II.

LI HUNG-CHANG.

That faculty of political genius which consists in discerning men and utilizing them for all they are worth has been fully exercised by the Emperor Dowager in her relations with Li Hung-chang. She does not perhaps pay much for the other statesmen of China, whether Manchu or Han, but during a reign of 28 years she has never been found capable even of sharing the burden, and that one man should stand out in solitary eminence as the buttress of the empire, is a great deal

for the one man himself, that through good report and evil, through storm and calm, and every vicissitude of fortune, and in spite also of frequent mistakes of his own, he should have retained unimpaired the confidence of his Sovereign. The suppression of the several rebellions in which Li Hung-chang played the most successful part naturally placed him in the front rank of candidates for Imperial favour, and under any circumstances there would have been an honourable career open to him in the service of his country, when his military campaigns were ended. But qualities which distinguished him from all his brethren in arms have been recognized in him as a statesman.

Li Hung-chang, he has never hesitated to stand in the breach, when called upon, and to make himself the scapegoat for the blunders of the Court, which time and again has been relieved from embarrassment by the loyal intervention of the Viceroy. And it is the reliance which could always be placed in this essentially practical devotion of the Minister that has knitted him indissolubly to the Throne. Many instances of the fearlessness of responsibility might be given besides the negotiations respecting Tongking which are fresh in the memory of our readers. On one occasion his intrepidity saved the life of that well-meaning, but ill-starred minister, Chang-how, who was, most unjustly, condemned to death for the Livadia Treaty, among the most ruthless of whose assailants on the occasion were two high officials very well known to foreigners. The unfortunate man was about to be executed when Queen Victoria, moved with compassion, stepped out of her way to intercede for him, and sent a telegram to the Empress Dowager, as from a woman to a woman, imploring mercy for the condemned man. The British Minister, however, could not prevail on the Taung-lin Yamé, singly or collectively, to touch a matter which concerned an Imperial death-warrant, and as a last resource he appealed to Li Hung-chang, who at once intervened, and the Queen's message to the Empress, and Chung-how still walks the earth.

If we seek a little below the surface of Li Hung-chang's character and policy we find him a man of the soundest principles and always ready to push his plans for the amelioration of the country as far as circumstances permit. But he is no bigot, or doctrinaire, for however clear and practical his own opinions may be, he reserves a wide hospitality for those of others, which he not only takes trouble to search out, but is always ready to adopt when convinced of their merit. Possibly he may carry this intellectual altruism even to excess, as his opinionatedness exposes him at times to quackery, and gives his public acts an appearance of wavering. Self-consistency is evidently held in slight estimation by him, and having done his best—within bounds—to obtain acceptance of his own views he does not, like a man of one idea, fanatically pursue them, but when no progress is possible in the direction desired he will rather take a rival scheme for which he has little sympathy than allow matters to come to a standstill. Indeed, it is by his wonderful power of accommodation, his genius for making things palatable and feasible, for smoothing away obstacles, and suppressing personal feelings, as well as by his other qualities, that Li Hung-chang retains his unique position in the Empire. An Opportunist, *excellent*, but of the best class, he holds his way over the floating ice of passing events, personal rivalries and political commotion, landing where the current may take him, and equally at home wherever it may be. To a man of this catholic temperament nothing comes amiss. He is the man of his epoch, who remains calm through every storm, ready to take advantage of every incident to aid his policy, but no more discouraged by defeat than a seaman is by contrary winds. A man of infinite patience who knows how to bide his time, not in sullen chagrin, but with the elasticity of those who pass easily from one concern to another.

The man who is ambitious to accomplish something in China must before all things possess his soul's patience after the pattern of the subject of our article. Whether the political system of Li Hung-chang is capable of being perpetuated we would not venture to hazard an opinion. Political schools, as a rule, are not successes, for the next generation being only copyists do not possess the adaptive faculty, and go completely astray in applying maxims and following precedents which are inapplicable to the altered circumstances. The most successful statesmen often leave no followers, as, for instance, Palmerston, as great an Opportunist and as good a patriot as Li Hung-chang himself, a man who ruled events in a wonderful way while life lasted, but whose empire may be said to have died with him.

We have not referred specially to the actual achievements of Li Hung-chang, and would only observe that it is too early yet to appraise the life-work of a man who has still ten good years of activity before him. For another reason also it would be impossible to judge him fairly, for in his case, more perhaps than in most, the hidden difficulties with which he has had to contend can only be known to posterity, whose prerogative it will be to judge impartially of the statesman figure which will be to all time a landmark of Chinese History.—*Chinese Times*.

The special quality which differentiated Li Hung-chang from all his brother officials now became gradually more conspicuous. It was his capacity for dealing with foreign affairs. He was the first, and to this day remains, among officials of rank, the only one who has been able to realize the novel situation created for China by the foreign treaties, and who has seen the necessity of accommodating the traditional ways of the government to the exigencies of foreign intercourse. Many others perceive that a change has come over the circumstances of the country, and sincerely desire that the country should be prepared for the novelties which threaten it. The idea of reform is in their minds, and they believe that some modification in their educational system and some introduction of foreign implements of progress and so forth are necessary to the country's welfare. But it is the distinction of Li Hung-chang to have attempted, and in part succeeded in, the practical solution of the problem. He is the only one who has taken the bull by the horns, and frankly accepted the conditions as necessary to the accomplishment of his purposes. He is not so childish as to say: We will make railways, but only with Chinese materials; we will have a war fleet, but no foreigners to manage it. True enough, the fulfilment of his schemes of improvement, and defence heavily must be to be desired, and partly to the necessity of experience, and partly to the difficulties with which he is surrounded, which would have utterly discouraged a weaker man, and of which foreigners have no conception; but there is the real *bona fide* intention to put in practice what others, from the security of their bureaucratic yamens, only preach. For the purposes of coast and frontier defence there is no question that Li Hung-chang means to be as efficient as he knows how.

Nor in the art of peace is he less distinguished. A fool-hardy and barren resistance to a foreign enemy never will enter into the programme of this practical man of business. The hollows of Chinese bravado and the cowardice of Chinese collapse are alike alien to his nature; and either by inherited constitution, or from the assimilation of the teachings of experience, he is remarkably free from illusions. He is prepared than any of his contemporaries to meet an invader at a distance, which is merely a fair, reasonable, and manly treatment of foreigners, whether as governments, officials of government, or as private individuals. To have laid aside, as Li Hung-chang has done, the flippant Chinese officialdom, and the stife bombast of the stage heroes of dilapidated yamens required no small courage, or what in this case is much the same thing, common sense, in a country of make-believe. The independence of mind which has rendered Li Hung-chang inferior to the obloquy of his small detractors, who secretly denounce him as the greatest of all Chinese chieftains for the discharge of the highest functions of the State. The man who was not afraid to face the consequences of his acts was a God-send to a timid government, who more and more discovered the convenience of making over

all difficult problems to him, to solve them at his peril.

Li Hung-chang has stood to the Throne somewhat in the relation of the Minister of a constitutional sovereign taking on himself the onus of all failures and sustaining the convenient legal fiction that "the King can do no wrong." With this radical difference, however, that the power of resignation being practically denied to the Chinese Minister he has to stand the consequences of action which he may entirely disapprove, as has been Li Hung-chang's own case more than once. This principle of personal accountability which as much as anything else accumulates the public service, having been fully accepted by Li Hung-chang, he has never hesitated to stand in the breach, when called upon, and to make himself the scapegoat for the blunders of the Court, which time and again has been relieved from embarrassment by the loyal intervention of the Viceroy. And it is the reliance which could always be placed in this essentially practical devotion of the Minister that has knitted him indissolubly to the Throne. Many instances of the fearlessness of responsibility might be given besides the negotiations respecting Tongking which are fresh in the memory of our readers. On one occasion his intrepidity saved the life of that well-meaning, but ill-starred minister, Chang-how, who was, most unjustly, condemned to death for the Livadia Treaty, among the most ruthless of whose assailants on the occasion were two high officials very well known to foreigners. The unfortunate man was about to be executed when Queen Victoria, moved with compassion, stepped out of her way to intercede for him, and sent a telegram to the Empress Dowager, as from a woman to a woman, imploring mercy for the condemned man. The British Minister, however, could not prevail on the Taung-lin Yamé, singly or collectively, to touch a matter which concerned an Imperial death-warrant, and as a last resource he appealed to Li Hung-chang, who at once intervened, and the Queen's message to the Empress, and Chung-how still walks the earth.

If we seek a little below the surface of Li Hung-chang's character and policy we find him a man of the soundest principles and always ready to push his plans for the amelioration of the country as far as circumstances permit. But he is no bigot, or doctrinaire, for however clear and practical his own opinions may be, he reserves a wide hospitality for those of others, which he not only takes trouble to search out, but is always ready to adopt when convinced of their merit. Possibly he may carry this intellectual altruism even to excess, as his opinionatedness exposes him at times to quackery, and gives his public acts an appearance of wavering. Self-consistency is evidently held in slight estimation by him, and having done his best—within bounds—to obtain acceptance of his own views he does not, like a man of one idea, fanatically pursue them, but when no progress is possible in the direction desired he will rather take a rival scheme for which he has little sympathy than allow matters to come to a standstill. Indeed, it is by his wonderful power of accommodation, his genius for making things palatable and feasible, for smoothing away obstacles, and suppressing personal feelings, as well as by his other qualities, that Li Hung-chang retains his unique position in the Empire. An Opportunist, *excellent*, but of the best class, he holds his way over the floating ice of passing events, personal rivalries and political commotion, landing where the current may take him, and equally at home wherever it may be. To a man of this catholic temperament nothing comes amiss. He is the man of his epoch, who remains calm through every storm, ready to take advantage of every incident to aid his policy, but no more discouraged by defeat than a seaman is by contrary winds. A man of infinite patience who knows how to bide his time, not in sullen chagrin, but with the elasticity of those who pass easily from one concern to another.

The man who is ambitious to accomplish something in China must before all things possess his soul's patience after the pattern of the subject of our article. Whether the political system of Li Hung-chang is capable of being perpetuated we would not venture to hazard an opinion. Political schools, as a rule, are not successes, for the next generation being only copyists do not possess the adaptive faculty, and go completely astray in applying maxims and following precedents which are inapplicable to the altered circumstances. The most successful statesmen often leave no followers, as, for instance, Palmerston, as great an Opportunist and as good a patriot as Li Hung-chang himself, a man who ruled events in a wonderful way while life lasted, but whose empire may be said to have died with him.

We have not referred specially to the actual achievements of Li Hung-chang, and would only observe that it is too early yet to appraise the life-work of a man who has still ten good years of activity before him. For another reason also it would be impossible to judge him fairly, for in his case, more perhaps than in most, the hidden difficulties with which he has had to contend can only be known to posterity, whose prerogative it will be to judge impartially of the statesman figure which will be to all time a landmark of Chinese History.—*Chinese Times*.

NOTES FROM CHINESE PAPERS.

The Foochow Arsenal authorities last year built a steel-plat boat called the *Long-wei*, which on her trial trip was not a great success, but after some alterations in her machinery her speed proved faster than anticipated. She has been sent to the north, where Viceroy Li Hung-chang made an inspection of her, and we hear that His Excellency was much pleased with the result.

At Nanchow, near Wenchow, a band of robbers, under a leader named Chiu, were the terror of the district. On the 10th of last month the authorities sent Captain Tans with 300 soldiers to capture the leader and break up the band. Captain Tans marched upon the desperadoes and had an engagement with them, capturing the chief and killing many of the gang, including their first lieutenant. During the affray, Tans lost some men; one of his colonels was wounded in six places with sword cuts, and he had also a bullet wound in the shoulder. The robber chief has been sent to the Wenchow authorities from whom he will receive his deserts.

The Prince of Mongolia last year sent forty-nine envoys, representing as many districts, to convey his respects and tribute to the Emperor at Peking. Their audience with the Emperor began on the 8th of the 12th moon; each day eight or nine of the representatives had audience, and according to custom they ought to have spoken the Manchu language, when conversing with his Majesty. But some of them only spoke the Mongol language, and others the Mandarin dialect, very few speaking Manchu. Nevertheless the Emperor overlooked this, as some of them could not really correctly when interrogated by him in the Manchu language.

Since the decree from the Throne ordering the police to guard the City of Peking more carefully, robberies have become less frequent. But a few days ago a night watchman saw a number of robbers, all wearing kaily robes and carrying on their shoulders religious images. They were

walking along and talking, and the guard noticed that their language was anything but of a religious nature, so he proceeded to enquire into their antecedents and questioned them. The showed fight, but the guard after obtaining assistance, managed to capture eleven of the pseudo priests, who all turned out to be robbers. They have been sent to the authorities, and no doubt they will be executed. This is a clear case of wolves in sheep's clothing.

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, January 28th, 1890.

"Ole custom," as regards the passage of each old year, and advent of the new, is becoming a tradition so far as modern China in the south is concerned. The Governor of Kwangtung returned the New Year calls of the Consular body today.

Our worthy friend Li, late commander-in-chief of the Shamene body guard, has lately been compelled, through the sale of the French concession ground, to shift to new quarters outside the concession, and has now taken up a strategic position on the opposite side of Bridge, crossing the canal connection in the British concession. Li is reported to be in high dudgeon at having to break up the imposing Yamen he had constructed for himself on Shamene, and has influenced the alteration of the route by which high officials hitherto entered the concessions to the British. Instead of the French bridge, our consular friend also favoured us with a grand military display to-day at an attack on the British concession by his "braves," from his new position on "beggars' bridge." They were deployed along the canal, and moved themselves by pouring volley after volley into an imaginary enemy (foreign consuls) attempting to approach their position by the "wave of sand" (Shamene). The proceeding was chiefly remarkable for the irregularity of the firing and the disorderly conduct of the troops.

The Paper Mills' half-way between this and Fatsan, open to-day, and are deserving of every encouragement. If properly managed, as there is every prospect of their being, the enterprise must meet with success. There is a talk now of debasing the copper-cash coinage at the Mint, so as to make the establishment pay, and of utilising the poorest metal possible in its manufacture. If this be carried out, it will certainly be the beginning of the end, so far as confidence is concerned, in the first Government Mint established in China, and besides will be completely at variance with the principles upon which its establishment was permitted by the authorities at Peking. It may be doubted also whether much inferior metal will stand the stamping process the coins have to undergo without fracturing them.

The Tamshou silver mines re-open under new auspices this week, with every prospect of ultimate success. A thorough inspection by a competent foreign engineer is to be made without delay, and upon his report it will be decided which is the best course to adopt in profitably developing these mines. If we are not mistaken, no less an authority than Professor Milne of Japan has pronounced in their favour, as apparently possessing valuable deposits of the precious metal.

CHINKIANG.

(FROM OUR OWN CORRESPONDENT.)

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS.

THE REMEDY

INFLUENZA, COLD IN THE HEAD,
CATARRH, &c.
From the Recipe of Sir R. Martin,
in *Rolls*, 50 cents and 1/2.DAKIN'S BALSA OF ANISEED AND
LIQUORICE.For the relief of all Catarrhal Complaints,
such as Coughs, Colds, Hoarseness, and Sore-
ness of the Throat, &c.

In Bottles, 50 cents and 1/2.

DAKIN'S PECTORAL BALSA, SAMIC COUGH
LOZENGES.

A never failing remedy for Coughs.

In Bottles, 50 cents.

DAKIN'S CONCENTRATED ESSENCE OF
CAMPHOR.

For early stages of Coughs, Cold, Influenza, &c.

Per bottle, 50 cents.

Kays' Ess. of Linseed, Powell's Balsam of
Aniseed, Keating's Cough Lozenges, &c., &c.

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WATERS.

OUR AERATED WATER MANUFACTORY

is replete with the best Machinery, embodying
all the latest improvements in the trade.The greatest attention has been paid to appli-
cances for ensuring purity in the Water-supply, to
secure which we have added a Condenser cap-
able of supplying us with 3,000 gallons of distilled
water a day, and are now in a position to compete
in quality with the best English Makers. Our
Sweet Waters cannot be surpassed anywhere.The purest ingredients only are used, and the
utmost care and cleanliness are exercised in the
manufacture throughout.

LARGE BOMBAY

"SODAS"

We continue to supply large bottles as
heretofore, free of Extra Charge, to those of
our Customers who prefer to have them to the
ordinary size.

COAST PORT ORDERS.

Whenever practicable, are despatched by first
steamer leaving after receipt of order.FOR COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and the
full amount allowed for Packages and Emplies
when received in good order.Counterfeit Order Books supplied on applica-
tion.Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG."And all signed messages addressed thus
will receive prompt attention.The following is a List of Waters always
kept ready in Stock:—

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SODA WATER

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No Credit given for bottles that look dirty,
or greasy, or that appear to have been used
for any other purpose than that of Containing
Aerated Water, as such bottles are never used
again by us.A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 5, 1890.

"Let the dead bury its dead" may be
applied to the final disappearance from these
waters of the obsolete type of gun-
boats of which the *Esper* and *Martin*—which
vessels left this for England a few weeks
ago—were the last representatives. We
cannot, however, let the departure from
amongst us of a description of vessel
which has done so much towards the
opening up of the great neighbouring
Empire pass without a word of remark
and expression of regret. In a retrospect,
however hasty, the great changes wrought
in this part of the world since the first ap-
pearance in Hongkong waters of the
Gunboat squadron safely conveyed from
England by the late Admiral SHEPPARD
OSMOND, then commanding H. M. S.
Furious, must be apparent. It is not too
much to say, that their arrival marked an
eventful era in the history of China,
rendering the opening up of the Empire
a practicable, if not a comparatively easy
task. The arrival of the Mosquito fleet was
welcomed by the colony as affording not
only a security for the advantageous
commercial development of the port, but
also as a much-needed protection to trade
with the adjoining Empire. The pirates
infesting adjacent waters, and their name
was legion, quickly began to learn they
had a formidable enemy to deal with, of a
very different calibre to what they had been
accustomed in the past, with its lorcha and
cutters, in most instances inferior in sailing
qualities to themselves. The authorities at
Canton also quickly recognized the hope-
lessness of competing, with the means at
their disposal, with these light-draught,
heavily-armed, (for those days), little
steamers. The taking of Canton itself was
a matter of but little labour and cost, chiefly
through the capabilities of these small
craft in fitting exactly the exigencies of
the situation. After the fall of Canton,
and the transfer of the British operations

to the north, the gunboat squadron was
distributed along the coast up to the
Gulf of Pechili, and did invaluable
service in clearing the seas of marauders;
protecting the trade of the intermediate
ports, and in forming the van-guard
of the operations in the north. The
service they rendered in the memorable
but disastrous attack on the Peiho, on the
25th of June, 1859, cannot be forgotten;
and the ribs and trucks of the *Plover*, *Lee*,
and *Cormorant*, could be seen "in evidence"
on the muddy banks of that river until
recently. It was in this engagement that
the American Commodore (Tatall)
witnessing from his Flagship, outside the
bar, the terrible straits of the British
attacking force (in which 480 out of a
total force of 1,200 were either killed or
wounded) made use of that never-to-be-
forgotten expression, that "blood is thicker
than water"—he could not be a silent
spectator to Englishmen being practically
massacred and suiting the action to the
word ordered out his boats and personally
towed in the British reliefs to cover the
retreat, in which action his own coxswain
was killed at his side by a cannon shot.

Towards bringing to a successful issue the
campaign of 1860 resulting in the capture
of Peking, the squadron continued to render
invaluable service, facilitating the occupa-
tion, the suppression of the rebellion, and
the opening of the Yangtze. But as times
have progressed, the old class have had to
yield in turn to larger and more suitable
craft in keeping with the advancement of
science. In welcoming the new class of
gun vessel, of which we may take the *Plover*
as a type, it would seem as if it would be
impossible, during the next cycle, to improve
much upon this class in regard to speed and
capabilities, but if they can show as good
a record at the end of the next thirty years
that their predecessors have done in the
past, they will deserve the laurels we now
place on the bier of the departed "puffers."

In conclusion, we note there is some
stamina left in the old vessels yet, for we
see the old *Martin*, Lieutenant Commander
Yonge, reached Singapore homeward
bound from this in about six days, beating
her colleagues the *Esper* and *Cochet* by a
day, and it was thought that the crews of
these vessels might yet have to "handle the
handsplike" on the coast of Eastern Africa,
and show that the traditions of the grit
and pluck of their predecessors in the old
puffers like the *Plover*, *Algerine*, *Staunch*,
Starling, *Opasum*, *Kestrel*, *Woodcock*, &c., &c.,
are as conspicuously to the fore as of
yore.

TELEGRAMS.

ENGLAND AND UNITED STATES.

LONDON, January 27th.

The extradition treaty is still before the Senate.
The copy as published expressly excludes political
offences.

GERMANY.

The Reichstag has rejected the Socialist Bill.

LOCAL AND GENERAL.

A SPANIARD who died recently at Buenos Ayres
confessed on his deathbed that he was an accomplice
in the murder of General Prim.GERMANY'S pension law for laborers will include
12,000,000 persons. Every workman, according
to his wages, must pay from 3 to 7 1/2 cents per
week.THE Papal stables, which used to have forty
horses in Pius IX's day, have been cut down to
eight horses, and instead of a dozen carriages
they have only four.THE P. & O. S. N. Co.'s extra steamer *Bombay*
left Singapore for this port at 11 a.m. to-day,
and the extra steamer *Thibet* left Bombay on
the 1st inst. at 8 p.m. for this port.MESSRS. Butterfield & Swire inform us that the
Ocean Steamship Co.'s steamer *Palmyra*, from
Liverpool, left Singapore for this port yesterday
afternoon, and is due on the 11th inst.By late Singapore papers we note that the Trust
Loan Company of China, Japan Railways Ltd.
has opened in Singapore with the well-known
firm of Gilliland Wood & Co. as agents.THE Italian Parliament has taken the direction
of public charities out of the hands of the clergy
and put it under secular control. The measure
has, of course, excited very bitter opposition
amongst the priests.MR. J. J. FRANCIS, Q.C., addressed a number of
gentlemen in the Chamber of Commerce this
afternoon on "Borneo," principally referring to
the arrival of the Mosquito fleet, and the rest of
the staff, including the goat, are "on the job," trying
to back Danby's ponies for the Derby.SIR OSCAR JENNINGS, the noted English physi-
cian, says that quinine and antipyrine will cure
the influenza. The quinine kills the microbe
and the antipyrine destroys the pain. He calls
it *la grippe* "a bastard pulmonary rheumatism.""AN Old Sportsman's" notes are full of useful
to-morrow. The veteran has been telling about
the courts the best part of the day, our chief re-
porter is listening to Rajah Francis' sanguine
prophecies about Borneo, and the rest of the
staff, including the goat, are "on the job," trying
to back Danby's ponies for the Derby.

THE following are the office bearers of the
Shanghai Keystone, Royal Arch Chapter for the
current year:—
W. Poignand.....M.E.H.P.
R. J. Sloan.....E.H.
E. J. O. Rowland.....S.
C. L. Skinner.....S.
D. C. Jensen.....S.
A. Neubourg.....Secretary.
C. L. Skinner.....S.
C. N. Vincent.....R.C.
H. L. Newham.....Val.
G. W. Davies.....and
A. W. Danforth.....and
John Gould.....Sentinel.

We are informed by the agents (Messrs. Adam-
son, Bell & Co.) that the steamship *Tartar*,
from Liverpool, &c., left Singapore yesterday
afternoon for this port.

A PRISONER is brought up for at least the fifth
time on a charge of vagrancy. The Magistrate
asked him how long he had been out of work.
"Ever since my mother died!" An ex-
cellent woman!" added the prisoner, as he
brushed away a tear. Magistrate (somewhat
mollified): "And how old were you when you
lost your mother?" "Sixteen months, your
worship."

ACCORDING to an American contemporary, the
absence of Prince Henry of Battenberg from the
court Christmas was in direct defiance of the
Queen's request that he should return from the
continent before Christmas and spend that
festival with the royal family. Battenberg
resents the severity of domestic rule practiced by
the Queen, and has now taken the most decisive
stand against it he has ever had an opportunity
for.

We regret that Dr. M. R. Escudero's (of the
Spanish Consulate) name should have been
excluded from the *Hongkong Directory* for the
current year, as that work is by far the cheapest
most widely circulated, and the only reliable
Directory published in this part of the world.
But the fault is not ours. We do everything
possible to ensure absolute accuracy, but if new
arrivals in the colony we do not have the trouble
to forward their names, we cannot be held respon-
sible for omissions, however much we may
regret them.

It "prevention is better than cure." Detective
Hadden is a mighty useful man. He generally
distinguishes himself by recovering stolen prop-
erty before the owner has missed it, and he had
a case to-day which was equally smart. He saw
an old Chinaman walking along on Calne Road
in a very ordinary way, but because the venerable
party seemed a trifle fleshy he analysed him,
and found him to be adulterated with twelve
taels of illicit raw opium, tied round his chest.
Mr. Wodehouse fined the man \$75, later on.

THE *Shanghai Mercury* of the 1st inst. trans-
lates the following from the *Malta Gazette*:—"We
regret to have to record the death of
Mr. Ching Ah-hing-wook, he expired yesterday
afternoon at 5 3/4 o'clock. Just before he
expired he was told that his wife had been
killed by a steamship. He was a native of
Hongkong, and had been in Malta for some
time. He was a very good man, and was
well known to his subscribers. We have taken
one last chance."

DON PEDRO, ex-Empress of Brazil, once called
on Victor Hugo and asked the privilege of
dining with him. The two men talked until 3
o'clock in the morning. Hugo asked the Emperor
what countries in Europe struck him as being
the happiest. "Switzerland, France and Scot-
land," was the answer. "What reason do you
assign for this?" continued the poet. "The fact
that Switzerland is an old Republic, that France
has accomplished a Republican evolution, and
that Scotland has a Republican form of church
government," explained Don Pedro. "The
church has given a moral strength to Scot-
land which is unique and her climate has imposed
hardy habits on the Scotch people."

BARON HIRSCH, who is going to spend some of
his vast wealth in entertaining in a princely
fashion at Merion Hall, Theford, is, says the
Flight, best known in connection with the
Turkish railways which he financed, and is
supposed to have made two or three billion francs
out of it. But he has been the hero of many other
grand coups. During the Arabi Pasha tum-pum,
Unifed dropped to 40, and he might have
gone still ten points lower had not Baron Hirsch,
and a few other deep-pocketed men stepped in.
Forasmuch as the Baron bought two and a half
millions of Unifed at 40, costing him a round million
sterling. He took his two-and-a-half millions
of Unifeds off the market, and sat on them till
they rose to over 80. Then he was advised to
take his profit, but he did not think the
rise was over yet, and neither was it. Egyptian
Unifed is now 92 1/2, and even yet Baron
Hirsch hesitates to sell. He could clear out
his whole two-and-a-half millions any morning
at 92, and his book would then show a net
profit of £1,325,000. Last year the Baron
came very near making a bad shot. When
the Copper Syndicate were at their wit's end
for money, as a last resort they applied to
Baron Hirsch. M. Secretan and one or two
other members of the ring went to the Baron's
castle in Austria, and submitted the case to
him. They proposed that he should advance
them a million sterling on copper at £40 per ton.
The nominal market value being then about £70,
that seemed a safe margin even if the worst should
come to the worst. The Baron had a hunting
party in the castle at the time and was in a hurry.
Purly for friendship's sake, and partly for the
five per cent. interest offered, he hastily agreed
to do it. But when he began to look into the
copper question as a whole he suspected that
he had been rather hasty. However it is believed
that he got his million out again, plus the 5 per
cent. interest, and very probably a good bear
balance on Tinto.

THE *Straits Independent* of the 25th ultimo
records a shocking tragedy which took place
the previous day on board the steamship *Patent*,
bound from Cardiff to Singapore. About 3
o'clock in the afternoon Captain Storey, who
commanded the steamer, was in this cabin, when
all of a sudden he heard the cry of "Stop! Stop!"
He at once rushed upon deck, where he found
the black man named Francis Joseph, had cut
the throats of the chief and second engineers, who
were taking their rest in their respective
cabins, and then jumped overboard. At the
same moment the two men approached him
holding their necks, from which blood was
streaming in profusion. He assisted them to
the best of his ability and sewed up the wounds,
that of the second engineer, whom the man had
attacked first, being most shocking to behold,
the throat being cut from ear to ear, and the
head almost severed from the body. This man,
whose name is Ralph Foster, lingered until
midnight, when he died. At the chief
engineer, whose name he has since been
attended to by Dr. Hampshire, the Colonial
Surgeon, who went on board as soon as the
vessel came into harbour, and was transported
to the Hospital. The deed was perpetrated with
a razor, the second engineer being asleep at the
time, whilst the chief was awake and saw the
man coming into his cabin. Mr. Lawrence had
no suspicion whatever as to the steward's
intention, and although awake, was off his
guard. No sign of the murderer being seen on
the water after the alarm had been raised, the
ship was not stopped. An inquest has just been
held on the body of the dead man, and a verdict
of "died from wounds inflicted by a man who
has since committed suicide" was returned. No
cause can be assigned for this fearful tragedy,
the murderer, suicide looked as usual a few
minutes before he perpetrated the deed. It is,
however, supposed that he was taken with a
sudden fit of homicidal mania. Mr. Harry Law-
rence, the chief, we are happy to say, is getting
on as well as can be expected under the cir-
cumstances, and hopes are entertained that he
will soon recover.

THE *Singapore Free Press* says that a private
letter from Sir Andrew Clarke to a friend in
Singapore states that the suicide of Sir Thomas
Stiggeaves was connected with Pahang specula-
tion.

THE New York *Tribune's* special from London
of the 6th January says: The Czar has given
great offence to the French Government by
granting a commission in the Russian army to
Prince Louis Napoleon, and the Orientalists are
also much exasperated. Every effort was made
by the French Government to induce the Czar to
refuse the commission, and the prolonged ab-
sence of Baron Mohrenheim from Paris is be-
lieved to have been really caused by the wish
to escape vexatious discussion on the subject, as
when once his Majesty has made up what
he pleases to call his mind, it is use-
less, even dangerous, to attempt to alter his
decision. It is probable that the Czar's com-
placency toward Prince Napoleon's younger son is
really due to his intense desire to administer a
snub to the Orleans family, as he is much exas-
perated that Prince Ferdinand should still be in
Bulgaria; and all the efforts of Princess Wal-
demar of Denmark, daughter of the Duc de
Chartres at Dresdenburg, failed to soften
the Czar's resentment. The whole result of the
Prince's mission was a curt message to the
Comte de Paris, on whose behalf it was
represented he had done his best to induce
Prince Ferdinand to abdicate, that the Czar
much regretted he did not exercise proper
control over the members of the family of which
he was the head.

"THE Knights of Malta" have been at logger-
heads in Philadelphia. There are two factions
of these noble warriors, each claiming to be
the "only true Knights." They had a meeting
on January 4th, which was not harmonious. It
was that of the Chapter General of New York,
and of the Grand Consistory of the Ancient and
Illustrious Knights of Malta of Philadelphia.
They remained in session until early next
morning, and had not the police sent in
in a fight would doubtless have resulted.
They were discussing the right to the title of
true Knights of Malta, when Commander Pierce
of Philadelphia called Major Reed a traitor.
Reed dem'd d take Pierce "take it back."
Cries of "Don't take it back," came from the
hall. "Pierce, as chairman of this meeting, I
command you to leave the hall," said Reed.
"I shall not leave," replied Pierce, "and you
are not able to put me out." "I command that
Pierce be put out of the hall," said Reed.
"He shall not be put out, and your crowd are
not able to put him out," yelled the supporters
of Pierce. The frightened janitor turned down
the gas, but a policeman made him turn it up again.
The Knights were armed with swords, and a
desperate fight seemed imminent, when a squad
of policemen stationed outside, hearing the
uproar, entered the hall and separated the
factions. The meeting broke up amid the wildest
excitement.

THE Duke and Duchess of Connaught will
probably arrive here at the end of March.
They will leave Bombay in the *Kaiser-i-Hind*
on the 13th March. They are following the
Royal route, and travelling on the cheap. For
that occult reason, which prompts the P. and O.
Company to break records, regardless of expense,
whenever any of the progeny of our prolific
Queen honor their vessels by travelling in them,
The "Dook," whose party comprises twelve
persons, will be deposited in Japan for a trifling
£250, or under \$150 each. His Highness will
not, according to present arrangements, come
ashore to stay when he arrives, but will
run up to Canton in a torpedo-boat, first thing,
and come down next day, when his visit, proper-
ly speaking, will begin. He will presumably review
the troops, possibly favoring them with a few
reminiscences of Tel-i-Kebir, and among
other festivities will attend a grand ball which
the Masons contemplate giving, if it is not
too hot. There is some prospect of his also
laying the foundation-stone, or turning the
first sod, or whatever it may be called, in con-
nection with the Praya Reclamation Scheme, so
that he will to some extent work for his living.
He will leave here in either the *Verona* or
Ancona on the 13th April, a lot of the berths
being knocked into one to make things comfort-
able for him. He will leave Japan for America
by the *Abysynia*. And he won't be missed.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, February 4th, 1890.

A new "Weising" Lottery Farmer is to be
appointed, and the lease extended for a further
term of years, while strenuous and energetic
efforts are to be made to "fence out" the Macao
"runners" in the same line of business. Not content
with this encouragement to gambling throughout
the province, the Governor has memorialized
for permission to establish another gambling
arrangement upon identical lines to those of
the Manila lottery, so we are to be regularly in
a gambling swim if of nothing else. The cast-
ings, for the new iron bridge across the river at
the Whampoa barrer are being made here, so
it looks as if the barrier bug-bear is really going
to be a thing of the past.

LATE TELEGRAMS.

LISBON, January 14th.

Turkish troops have been ordered to Crete to
strengthen the present garrisons. Fresh emeutes
are feared shortly.

ST. PETERSBURG, January 14th.

The Russian Budget has been received with
universal disfavor. They include the cost of a
strategic railway from Kuzais to Novosibkov.
Arrests continue to be made in connection
with the alleged attempt on the Czar's life.
Colonel Voinikov of the Imperial Guards, and
several other officers, have committed suicide.
The Czar's brother is shortly to be banished
from the capital, it is stated, for complicity in a
political offence.

NEW YORK, January 14th.

A grain elevator at Baltimore, containing half
a million bushels of wheat, has been burned;
the British steamer *Sarabacca*, which was
alongside, being also destroyed. Three of the
crew of the vessel perished in the flames. The
damage is estimated at a million dollars.

LONDON, January 15th.

The coffin, containing the remains of the late
Lord Napier upon which his Field-Marshal's hat,
baton, and sword will be placed, will be conveyed
to the Cathedral on a gun-carriage, followed by
his favourite charger. The Twelfth Lancers and
the Royal Engineers will form the escort, and
the Royal Horse Guards and Foot Guards will
line the route. The pall-bearers will include
Field Marshal Sir Patrick Grant, Generals
Nicholson, Taylor, Donald Stewart, Peter
Lumsden, Martin, Dillon, and Probyn.
The service on the occasion will be choral.

LISBON, January 16th.

Senator Pimental, the new Premier, addressing
the Portuguese Chamber yesterday, referred to
the present as a grave juncture in the history of
Portugal. As regards the disputed territory in
Nyasaland, right was on the side of Portugal,
might on that of England; yet the Portuguese

Government would uphold the honour and
dignity of their country.

It is stated here that several European states-
men have expressed opinion favorable to
Portugal, and have warned Lord Salisbury that
his action will endanger the throne of Spain as
well as of Portugal.

LONDON, January 16th.

Her Royal Highness the Princess of Wales is
improving.

LORD LOUTH is dead.

Letters received from Stalin Pucha disprove
the death of the Khalifa, and state that in con-
sequence of a famine in the Soudan all fighting
forces have dispersed.

LONDON, January 16th.

Princess Maud of Wales is suffering from
influenza.

ST. PETERSBURG, January 16th.

The Czar has his New Year's rescript to the
Governor of Moscow, prays to God that the
development of the resources of the country may
continue undisturbed amidst peace which is
universally desired, thus rendering all happy.

LONDON, January 17th.

Princess Maud of Wales is better.

January 18th

At a lecture given in the Indian Section of the
Society of Arts, Mr. Danvers, Registrar and
Superintendent of Records at the Indian Office,
stated that cartloads of records were sold as
waste paper in 1858 and 1859. Lord Harris,
who presided, said he was willing to forgive the
East India Company all their errors, and
remember only their great services.

ROME, January 18th.

Prince Amadeo, Duke of Aosta, died this
evening. He received the Papal blessing before
death, which was given by Cardinal Almondo.
King Humbert and all the relatives of the de-
ceased were assembled round the bedside at the
last moment. General mourning has been
ordered.

LISBON, January 18th.

The Governor of Mozambique, who is credited
with having systematically disregarded the
orders sent out to him by the Government, has
resigned his post and will probably be succeeded
by Captain Almeida of the Portuguese Navy.
General Guedes de Carvalho has declined the
portfolio of War Minister which was offered to
him.

ZANZIBAR, January 18th.

Fourteen British war vessels now here are
coaling.

Emin Pasha is a trifle better.

The telegraphic cable connecting Mombassa
and Zanzibar has been completed.

CAIRO, January 18th.

Sir Evelyn Baring gave a banquet in honor
of Stanley this evening, at which Mr. Joseph
Chamberlain and Mr. Jesse Collings were
present.

NEW YORK, January 19th.

The apparatus for the execution of condemned
criminals by electricity has been tested here in
the prison with a bullock, the result being that
the animal was killed instantly.

ST. PETERSBURG, January 19th.

Colonel Petrovich has reached the Tibetan
plateau. The country is mostly desolate and
unpeopled; but the southern portion is well
watered and wooded.

The Russian Government has concluded a
loan with French, German and English bankers
for twenty millions sterling, of which thirteen
millions goes towards conversion.

LONDON, 20th January,

Lord Salisbury is going to the Continent to
recruit his health.

The troopship *Malabar*, which left Bombay
on the 25th December, has arrived at Cadix
damaged, after having grounded on the Spanish
coast.

Later advices state that the troopship *Malabar*
did not ground, but collided with a French
steamer. The *Malabar* has been placed in
quarantine for three days at Cadix.

Both the *Malabar* and the French steamer
she collided with have been much damaged by
the collision.

SIR GEORGE BOWEN AND HIS
COLONIAL CAREER.

A BOOK OF (SELF) PRAISE.

(Continued from Saturday.)

There is little to be gained by copying the
Hong Kong and New Zealand despatches. Part-
ing from the other portions of the work attention
may now be given to the account of the failure
in Victoria. Here, as we have said, the public
simply has quotations from the published
despatches, together with extracts from the
memoirs of the Berry Ministry. All this is
very dry. Our intention was to make substantial
extracts from this part of the work, so as to put
Sir George Bowen's final views of the crisis fully
before the public in his own words and manner,
but no such object is served by republishing
documents which are familiar to all who were
concerned in the struggle. It may be said, how-
ever, on reviewing their acquaintance, that it
seems more wonderful than ever that these
documents should ever have been written.

The standpoint from which the despatches are
pened is that there never was a more praise-
worthy and innocent group of men than the
Berry Ministry (who had increased all

Amusements

GARRISON THEATRE.

"MILITARY MUMMERS."

H. J. BYRON'S Comedy, in 3 Acts, entitled "WEAK WOMAN," will be given by the above TO-MORROW AND SATURDAY, the 6th and 8th February, 1890.

To be preceded by the farce "D. R." on Thursday, and "SLASHER AND CRASHER" on Saturday.

Doors open at 8.30; to commence at 9 P.M.

Tickets:—Reserved Seats \$1 (numbered); First Seats 50 cents; to be obtained from J. C. WATSON, Commissariat Buildings, Hongkong, 4th February, 1890. [236]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "BELGIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 1st February, 1890. [2]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIPHONG."

Captain Harris, will be despatched for the above Port, TO-MORROW, the 6th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 3rd February, 1890. [230]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG."

Captain St. Croix, will be despatched as above TO-MORROW, the 6th February, at 3 P.M. This steamer has superior first class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1890. [209]

FOR SHANGHAI.

THE Steamship

"AMOY."

Captain Th. Lehmann, will be despatched for the above Port, TO-MORROW, the 6th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 4th February, 1890. [234]

STEAM TO YOKOHAMA, VIA TAKAO, NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"

will leave for the above places, at DAYLIGHT, on FRIDAY, the 7th instant.

E. L. WOODIN, Superintendent.

Hongkong, 4th February, 1890. [3]

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"TEHERAN."

Captain C. D. Sams, R.N.R., will leave for the above places, on FRIDAY, the 7th February, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 1st February, 1890. [220]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO, UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO."

F. Valle, Master, will be despatched as above, on MONDAY, the 10th instant, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 3rd February, 1890. [228]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"OANFA."

W. S. Thomson, Commander, will be despatched for the above Port, on or about the 15th inst.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 1st February, 1890. [219]

Shipping.

STEAMERS.

STEAM TO LONDON, DIRECT, Calling at intermediate Ports.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI."

Captain F. N. Tillard, will leave for the above place, on or about THURSDAY, the 13th February.

This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabins, Surgeon carried, &c.

E. L. WOODIN, Superintendent.

Hongkong, 3rd January, 1890. [210]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA."

will leave for the above places on FRIDAY, the 14th instant, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 3rd February, 1890. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Williams, Commander, will be despatched as above on SATURDAY, the 15th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1890. [183]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"IMPERIAL."

J. E. Crosby, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 14th January, 1890. [132]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA"

3,651 Tons Register, L.E. Commander, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY the 6th February, at NOON.

To be followed by the S.S. "PARTHIA" on the 6th March and the "BATAVIA" on the 3rd April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver and Victoria (Mex.) \$210.00 To Montreal New York, &c. 290.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th Feb.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong 9th January 1890. [114]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 10th day of February 1890, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 P.M. Specie and Parcels until 4 P.M., on 15th February, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 22nd January, 1890. [6]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PENINSULAR," Capt. W. J. Webb, with Her Majesty's Mails, will be despatched from this Port for LONDON via BOMBAY & SUEZ CANAL, on WEDNESDAY, the 12th February, at NOON.

Cargo will be received on board until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT AND PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 1st February, 1890. [3]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th February, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco 225.00 To San Francisco and return 393.75 available for 6 months 325.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 18th January, 1890. [2]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight to Japan, the United States and Europe.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco 225.00 To San Francisco and return 393.75 available for 6 months 325.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 20th January, 1890. [1]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Strathairn	New York	February 5th	Adamson, Bell & Co.
Cleaves	London	February 7th	Jardine, Matheson & Co.
Cyclops	Liverpool	February 6th	Butterfield & Swire.
Japan	Calcutta	February 10th	D. Sassoon, Sons & Co.
Palinurus	Liverpool	February 11th	Adamson, Bell & Co.
		February 11th	Butterfield & Swire.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peninsular	P. & O. S. N. Co.	Feb. 12th, at noon.
London	Onna	Arnhold, Karberg & Co.	About Feb. 15th.
London (direct)	Shanghai	P. & O. S. N. Co.	About Feb. 15th.
Bremen, via Ports of Call.	Braunschweig	Melchers & Co.	Feb. 16th, at 10 a.m.
Genoa, via Bombay, &c.	Biagno	Carlowitz & Co.	Feb. 16th, at noon.
New York	Merionethshire	Adamson, Bell & Co.	About March 4th.
San Francisco, via Yama	Belgie	O. & O. S. N. Co.	Feb. 13th, at 1 p.m.
San Francisco, via Yama	City of Peking	P. & O. S. N. Co.	Feb. 26th, at noon.
Vancouver, B.C., via I., &c.	Abyssinia	Adamson, Bell & Co.	To-morrow, at noon.
Port Darwin, &c.	Changsha	Butterfield & Swire.	February 15th.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
Straits and Bombay	Teheran	P. & O. S. N. Co.	Feb. 7th, daylight.
Yokohama, via Takao, &c.	Lombardy	P. & O. S. N. Co.	Feb. 7th, daylight.
Yokohama, via Nag., &c.	Verona	P. & O. S. N. Co.	Feb. 14th, daylight.
Shanghai, Kobe, &c.	Tartar	Adamson, Bell & Co.	About Feb. 11th.
Shanghai	Cyclops	Butterfield & Swire.	February 8th.
Shanghai	Amoy	Siemssen & Co.	To-morrow, at 4 p.m.
Hoihow, Singapore, &c.	Goa	Jardine, Matheson & Co.	Feb. 8th, at 3 a.m.
Hoihow and Bangkok	Chow Fa	Yuen Fat Hong	Feb. 10th, at 8 a.m.
Swatow	Haiphong	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 to 2 P.M. every half hour (Tiffin Car at 12.45).

7 to 7.30 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SATURDAYS.

NIGHT TRAMS at 8.45, 9, 10.30, 11 P.M.

SUNDAYS.

10.40 A.M.; 12 (NOON) to 2 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 1st November, 1889. [119]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1889. [15]